broad gauge extension between Villi-vakkain and Anna Nagar;

(b) what is the schedule of work in the ensuing years;

(c) by when it is likely to be commissioned;

(d) whether the location of the second railway terminal at Villi-vakkam is proposed to be changed; and

(e) what are the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Tech-no-economic survey etc. are proposed to be taken up during the current year.

(b) and (c) These will depend upon the results of the survey and availability of funds in the coming years.

(d) and (e) In the context of the proposed conversion of Madras Beach-Dindigul M. G. Section to B.G., the requirement of terminal facilities in Madras area is being reviewed by Southern Railway. Further action will depend on the result of the review.

Rajdhani Express between Madras and New Delhi

1888. SHRI M. VINCENT: Will the Minister of RAILWAYS be pleased to state:

(a) by when the Rajdhani Express is likely to be introduced between Madras and New Delhi;

(b) whether the augmentation of building of the special coaches for the Rajdhani Express to Madras has been taken up; and

(c) whether there is a proposal to extend the Delhi-Bangalore Rajdhani Express to Madras for the time being so as to cater to the needs of the metropolitan city?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN); (a) It is proposed to introduce a weekly Rajdhani Express from New Delhi/ Nizamuddin to Bangalore via Secun-drabad during 1992-93. Based on its patronisation, introduction of a similar train from New Delhi to Madras and Trivandrum will be considered, depending upon the availability of special type of coaches and other inputs.

(b) Production of AC air-brake coaches required for running Raj dhani type of trains has been taken up.

(c) No, Sir.

Work of broad gauge conversion belt-ween Dindigul and Madras

1889. SHRI M. VINCENT: Will the Minister of RAILWAYS be pleased to state:

(a) by when the actual work of the gauge conversion between Dindi-gul and Madras is likely to start;

(b) the estimate of the work at the present cost;

(c) by when the entire work is likely to be completed; and

(d) whether it is a fact that the work between Madras and Tindiva-nam section is proposed to be taken up first instead of starting the same from Dindigul to Trichy?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALIKARJUN): (a) In the curent year 1992-93.

(b) Rs. 256.00 crores.

(c) In the 8th Five Year Plan.

(d) Yes, Sir.